









## Intimations.

**WM. POWELL,**  
LIMITED.  
"ALEXANDRA  
BUILDINGS,"  
Des Vaux Road.

FURNISHING  
DEPARTMENT,  
(FIRST FLOOR BY LIFT.)

NOW ON SHOW.  
A Splendid New Lot of  
Pretty

LAMP  
AND  
ELECTRIC-  
LIGHT  
SHADES.

Highest Grade  
obtainable.

DAINTY  
TEA COSIES.  
CHIC  
TABLE COVERS.

ELEGANT  
LACE  
BEDSPREADS  
with Pillow Shams  
to match.

A Large Selection of  
the Newest

ART  
CRETONNES  
AND  
SATEENS.

CUSHION  
COVERS  
in large variety.

A range of Atkin's  
Patent

SAFETY  
FILTERS.

Newest Patent  
WRINGERS  
from \$8.50 to \$15 each.

INSPECTION INVITED.

**Wm. POWELL, Ltd.**  
HONGKONG.  
Hongkong, 19th April, 1905.

## Intimations.

**SANITARY BOARD OFFICE,**  
HONGKONG.  
TO THE OWNERS OF DOMESTIC  
BUILDINGS.

TAKE NOTICE that under No. 5 of the  
DOMESTIC CLEANLINESS AND  
VENTILATION BYE-LAWS (as amended),  
every Domestic Building or part of such Build-  
ing within the CENTRAL DIVISION OF THE CITY  
OF VICTORIA and the WESTERN DIVISION OF  
KAU-LUNG occupied by members of more  
than one family must be Cleaned and Lime-  
washed THROUGHOUT by the owner  
during the months of March and April.  
N.B.—The word "Throughout" used in this  
notice means that the Houses should be Lime-  
washed in respect of all the Walls of each  
Room and Staircase, all Cables, Partitions, Stair  
Casings and Slat Linings, all Ceilings and the  
Under-sides of Roofs both in Main Buildings,  
Offices and Servants' Quarters and inclusive  
of Verandahs.  
The Back Yard should have its containing  
Walls Lime-washed up to the level of the first  
floor.  
Carved, Painted or Polished Woodwork in  
good condition, however, need not be Lime-  
washed but must be Cleaned.  
The Central Division of the City lies between  
Gilmair Street and Peel Street on the East and  
Tank Lane and Clerkenwell Street on the West.  
Kau-lung is divided into the Eastern and the  
Western Divisions by Robinson Road and a  
straight line drawn from the north end thereof  
through the Yau-ma-tei service reservoir to the  
northern boundary of Kau-lung.

G. N. ORME,  
Secretary.  
Dated this 31st day of March, 1905. [506]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY GENERAL  
MEETING OF MEMBERS will be held  
in the CITY HALL, on SATURDAY, the 29th  
April, 1905, at 3.30 P.M.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per  
Cent. upon Contributions for the year  
1904 has been declared.

WARRANTS will be issued on the 3rd May.  
By Order of the Board,  
C. MONTAGUE EDF,  
Acting Secretary.  
Hongkong, 13th April, 1905. [473]

## THE YANGTSE INSURANCE

A N EXPERT TYPEWRITER. Good  
Salary to a Quick Worker.  
JOHNSON, STOKES AND MASTER.  
Hongkong, 31st March, 1905. [430]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUE BILLS OF LADING  
to SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S.S. Co., BOSTON  
STEAMSHIP and TOWBOAT Co., OCEAN  
S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE-  
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,  
Manager.  
Hongkong, 27th March, 1905. [68]

EMPLOYE de commerce, âgé de 29 ans,  
de nationalité Suisse, ayant déjà occupé  
d'importantes fonctions dans de grandes maisons,  
connaissant à fond de comptabilité et parlant  
double, parlant couramment le Français, l'Al-  
lemand, le Hollandais, l'Italien et l'Anglais.  
désirerait une situation dans l'une des villes de  
la côte de Chine.

Trois bonnes références—Appointments: de  
5 à 6,000 dollars par an. Ecrire aux initiales  
L. V. au Journal "L'Opinion" de Saigon.  
Saigon, le 3 Mars, 1905. [337]

## CAFE WEISMANN.

THE Public are invited to pay a visit to  
our new  
TIFFIN ROOMS.

The only place of its kind in Hongkong.  
A VERITABLE FAIRY LAND.

REAL GERMAN Pilsener BEER ON  
DRAUGHT.

Entrance—  
No. 1A, WYNDHAM STREET,  
Hongkong, 22nd April, 1905. [46]

## THE BALTIC FLEET.

The following is the composition of the  
Squadron—

BATTLESHIP.  
Sisoi Veliki. Battleship, 8,800 tons, 16  
knots.

CRUISERS.  
Aurora, 1st class protected cruiser, 6,650  
tons, 20 knots.

Almas, Protected cruiser, 3,285 tons, 16  
knots. (Intended to be used as a yacht for the  
Viceroys of Russian China).

Admiral Nachimov, Armoured cruiser, 8,000  
tons, 19 knots.

Dmitri Donoski, Armoured cruiser, 5,000  
tons, 15 knots.

Ismrud, 2nd class protected cruiser, 3,100  
tons, 24 knots.

Zemichug, 2nd class protected cruiser, 3,100  
tons, 24 knots.

Oleg, 1st class protected cruiser, 6,675 tons,  
23 knots.

Rusi, cruiser yacht presented to Russian  
navy by Count Stroganoff.

CONVERTED CRUISERS.  
Furst Bismarck, Hamburg-American liner,  
10,500 tons, 19 knots.

Augusta Victoria, Hamburg-American liner  
10,300 tons, 19 knots.

Kaiserin Maria Theresia, North German  
Lloyd, 8,300 tons, 20 knots.

Kaiser Friedrich, North German Lloyd,  
12,500 tons, 19 knots.

Rion, (formerly Smolensk) Russian Volun-  
teer Fleet, 12,000 tons, 20 knots.

Destroyers, Seven.

NON-COMBATANT VESSELS.  
(Under Russian Commercial Flag.)  
Orel, (Hospital ship) Russian Volunteer  
Fleet, 10,000 tons, 19 knots.

Jaroslav, Russian Volunteer Fleet, 8,600  
tons, 15 knots.

Kiel, Russian Volunteer Fleet, 10,500 tons,  
13 knots.

Tambov, Russian Volunteer Fleet, 8,600  
tons, 13 knots.

Veronej, Russian Volunteer Fleet, 10,000  
tons, 13 knots.

Vladimir, Russian Volunteer Fleet, 10,000  
tons, 13 knots.

Jupiter Russian Sln. Navigation Co., 4,000  
tons, 13 knots.

Mercury, Russian Sln. Navigation Co., 4,000  
tons, 13 knots.

Meteor, Russian Sln. Navigation Co., 4,200  
tons, 13 knots.

Korea, East Asiatic S. N. Co., 5,200 tons,  
14 knots.

Kilial, East Asiatic S. N. Co., 4,600 tons,  
13 knots.

Kniaz Gortchakoff, North Baltic S.S. Co.,  
3,300 tons, 12 knots.

Chartered Colliers, Fifteen.  
Salvage Ship, one.

## "POLICEMAN X."

BY HAROLD BLIND.

"Pluck, eh?" said the captain, lighting a  
cigar. "Pluck! . . . Whisky? No, thanks,  
not just yet! . . . You don't remember the  
wheel-barrow riots in Shanghai, do you? Well,  
all happened so suddenly that nobody was  
ready for them, the brutes! and they made hay  
of a lot of stores on the other side of the bridge  
leading to the French settlement, and gener-  
ally played Haddis till the Volunteers were  
turned out; then . . . but that comes later on."

"There was a Sikh mounted policeman at  
the bridge; he was one of the finest chaps I've  
seen. He noticed that things weren't as quiet  
as usual on the Chinese side, so he found a  
constable, and sent him back to report the  
disturbance. Then he waited, a solitary  
accoutred figure, in the middle of the bridge."

"Suddenly a carriage with two of the pret-  
tiest girls in Shanghai turned into the road.  
They had been driving outside the town, and  
were coming home to tea, poor things! Next  
minute a crowd of Chinkies poured out  
of a side alley in front of it, and the following  
mob came into the main road behind. They  
were mostly armed with long, heavy bamboo,  
and were mad with drugs and all the devil-  
ments they'd been up to. They closed round  
the carriage, shouting and gesticulating. There  
were hundreds of them, and every house and  
alley was pouring out fresh batches."

"The Sikh dug to his spurs, drew his sabre,  
and charged. A dozen shots spattered round  
him; then, with a shout, he sent the leaders  
spinning to right and left. A few seconds'  
breathless work—not with the sabre—and he  
reached the carriage; one native policeman  
against a thousand Chinkies. Yellow hands  
were clutching the girls as the mob fell back  
before his charge, the plunging horses broke  
away and overturned the carriage against the  
corner of a house. Headless of the long  
bamboo that hissed and whistled round him,  
he drove his rearing, snorting horse toward  
the wrecked landau. Some devil thrust a long  
knife into the poor beast's side with a scream  
of pain and terror it reared, and fell backward  
just as he peered the girls. "Back to the wall,  
Back!" he shouted, sliding clear of the saddle.

"In the little corner formed by the angle of the  
wall and the back of the smashed carriage the  
ladies crouched. Before them the tall, bearded  
trooper stood at bay; his eyes blazing, and  
the shout of battle on his lips. swung the long  
sabre, red to the hilt, while the obscene mob  
taved and jabbered round him with horrible  
cries, not daring to face the slinging sweep of  
the terrible blade."

"A Chinkian dashed in under the Sikh's  
guard, the sabre cut deep into his shaven  
skull; but a bamboo crashed dully on the  
trooper's head; he stumbled forward. Spring-  
ing erect, he wrenched the sword from the  
wound, blood pouring down his wild black  
hair, and into his eyes. The mob ceased to  
scream, and stood in the sun. The face of  
the poor girl was a certainty, no more  
thing happened."

"An English inspector of police passed a  
moment on the dusty road. He saw the

wrecked carriage, a cluster of English dresses,  
and the Sikh disappear. He didn't think; he  
swore, and charged the mob, on foot, with a  
swagger stick. He cut a path to the ladies,  
slashing with the cane and striking with his  
stick. The mob gave way before him. A rider  
had seized one of the screaming girls by the  
hair, as he bent her head back he held the  
Sikh's sabre poised for the stroke, while an-  
other devil tore the thin summer dress from  
her neck and shoulders in spite of her clinging  
hands."

"The inspector slashed the Chinkian across  
the face, wrenched the sword from him, and cut  
him down. The ladies were still safe."

"He attacked the mob furiously, sobbing  
"Yes—swish! as he felt the weapon check  
for an instant and blue steel, again and again.  
He kept them off for hours—the girls said—as  
they clung to each other and saw their one  
protector standing up to hundreds of blood-  
thirsty fanatics; and although the Chinkies  
came on fiercely enough now, he seemed to  
bear a charmed life. "At last they heard a clear,  
resonant bugling; it was the "Double" bring-  
ing up the Volunteers. The mob rushed in,  
altogether, and the gallant inspector went down  
under the mere weight of it. Miss — felt  
herself seized and dragged roughly to her feet;  
she saw a line of white helmets and red tunics  
on the bridge, then a reeking yellow face was  
thrust into hers, and she fainted."

The captain paused. Our host attentively  
poured out a libation of whisky and pushed  
the siphon across the table.

"Well!" said the captain, as the soda sizzled  
into the tumbler, "my leading section halted,  
and the sergeant promptly fired volleys without  
further orders. The flashes were bright orange  
in the gathering dusk. A howl of rage and  
excitement rose from the mob. I saw the  
inspector go under in a sea of bamboo, and  
knives, and arms. The houses had been fired,  
and the smoke went up in slow, black, slanting  
columns, and no flames showed. I caught  
sight of a woman's face turned towards me.  
Then I was swept away by my company, com-  
ing shooting down the approach of the bridge  
at any charge. The mob fought fiercely for a  
few moments, and then broke for the side  
streets. We found Miss — fainted, and the  
other girl with her eyes wide with terror and  
laughing hysterically. We smashed down a  
door and carried them into the house until  
medical help could arrive. Then I hurried out  
into the emptying street; my men were busy  
a little higher up, and some had turned down  
the alleys. Chinkies were littered about  
everywhere. Suddenly a troop of the Light  
Horse swooped out of a by-road, scattering a  
sullen crowd. Smiling and thrusting they  
broke ranks in the main road and rode down  
individuals. Their blood was up and there  
was no stopping them. My company had en-  
tirely disappeared, so I went back to the house  
where I'd left a non-com, and six men in  
charge of the ladies. A doctor had come and  
brought two "rickshaws." I took my chaps and  
we went and had a look at the carriage; there  
were quite a dozen Chinkies lying heaped in a  
rough semi-circle, and the Sikh was on a little  
pile just inside. He was badly mauled and . . ."

"The little clock on the mantelpiece chimed  
the half hour. The captain pulled out his  
watch.

"By Jove! . . . How long does it take to  
get to the station?" he asked.

"Not long! I'll go and call a cab!" said  
our host, opening the door.

"But the Sikh and the inspector?" we asked.

"Oh! they both got all right, in fact the in-  
spector wasn't much hurt, and he'd gone off  
with the troops. . . . Might give me a lift  
on? . . . Thanks! . . . of course, the  
Sikh. Ah! there's my cab! . . . Good-night!"

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Settle.

London—Bank T.T.	100 to 107 1/2
Do. Demand	100 to 107 1/2
Do. 4 months sight	100 to 107 1/2
France—Bank T.T.	235
America—Bank T.T.	451
Germany—Bank T.T.	1,914
India T.T.	1404
Do. Demand	1404
Shanghai—Bank T.T.	712
Japan—Bank T.T.	914
Java—Bank T.T.	1212

4 months' sight L/C.	100 to 107 1/2
6 months' sight L/C.	100 to 107 1/2
30 days' sight San Francisco & New York	461
4 months' sight do.	461
30 days' sight Sydney and Melbourne	100 to 107 1/2
4 months' sight France	235
4 months' sight do.	235
4 months' sight Germany	1,914
Bar Silver	26 7/16
Bank of England rate	2 1/2

## OPUM QUOTATIONS.

Today's quotations are as follows—  
Per picul.  
Malay New . . . . . @ 1,140  
Old . . . . . @ 1,180  
Older . . . . . @ 1,220  
Oldest . . . . . @ 1,320  
Per chest  
Patna New . . . . . @ 1,180  
Patna Old . . . . . @ 1,220  
Patna (Paper) . . . . . @ 750/950

**SAVARESE'S  
SANDAL  
PILLS.**  
Efficiently cures all diseases of the  
urinary tract, such as Gleet, Stricture,  
and all other ailments of the bladder.  
Full directions in all languages.  
BOTTLED BY THE PROPRIETOR,  
SAVARESE'S DISPENSARY,  
11, ROYAL LANCET BUILDINGS,  
LONDON, E.C. 4.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from E. H. HINDS, Esq., to sell by  
PUBLIC AUCTION,  
ON  
FRIDAY,  
the 28th April, 1905, at 2 P.M., within his  
residence, "Glenahie," The Peak,  
THE WHOLE OF HIS  
VALUABLE  
HOUSEHOLD FURNITURE,  
Comprising—

TEAKWOOD EXTENSION DINING  
TABLE and CHAIRS, TEAKWOOD SIDE-  
BOARD with BEVELLED GLASS, DINNER  
WAGGONS, CANTON CARVED BLACK-  
WOOD CABINET, TEA TABLES,  
MARBLE-TOP BLACKWOOD TABLE,  
STEEL ENGRAVINGS, JAPANESE  
SCREENS, DOUBLE and SINGLE BRASS-  
MOUNTED BEDSTEPS with WIRE and  
HAIR MATTRESSES, MARBLE-TOP  
WASHSTANDS and BUREAU with BE-  
VELLED GLASS, DOUBLE TEAKWOOD  
WARDROBES with GLASS, &c., &c., &c.

One COTTAGE PIANO, by M. F. Rachal  
& Co., Hamburg. One LADY'S and One  
GENT'S BICYCLES, One Eastman-Kodak  
CAMERA and a number of Scientific BOOKS,  
One IRON SAFE by Harris, Goodwin & Co.,  
Birmingham and London;

AND  
A Large Assortment of PLANTS in Pots.  
Catalogues will be issued.

TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 15th April, 1905. [477]

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## Estimations.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE MATURE,

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON &amp; Co., LIMITED,

Hongkong, 1st April, 1905.

THERE IS ONLY ONE

CLUB No. 1

WHISKY SOLD IN THE COLONY.

WE CALL IT NO. 1 BECAUSE

IT IS SO IN EVERY RESPECT.

IT IS OF GREAT AGE,

MATURED IN SHERRY CASKS,

MELLOW, SLIGHTLY SMOKY

AND DISTILLED FROM PURE MALT.

BESIDES,

IT IS BOTTLED AT HOME

BY THE DISTILLERS.

DO NOT FORGET

WHAT THIS MEANS.

\$18.00 PER DOZ.

GREGOR &amp; Co.

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Hongkong, 24th April, 1905.

**NOTICE**  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$50 per annum.  
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged in postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTH.

On April 19th, at "F. Fry Glen" River Valley Road, Singapore, the wife of F. KRAUF of a daughter.

## MARRIAGE.

EDWARDS BAIN.—On the 26th inst., at St. John's Cathedral, Hongkong, by the Right Rev. the Bishop of Victoria, assisted by the Rev. F. T. Johnson, M.A., GILBERT HAMILTON, eldest son of the Rev. Gilbert Edwards, M.A., of Gl. Hasley, Oxon, to FLORENCE MABEL, daughter of George Murray Bain, Esq., Hongkong. (513)

## DEATH.

On the 23rd instant, at Marseilles, J. L. HOUSTON. Aged 50. (511)

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 26, 1905.

**THE Pirat Pioneer** gives currency to a report that it is possible Mr. W. C. Cavan, who was for over a year in Hongkong, may be transferred to the Police Department to be at the head of the Criminal Investigation Bureau.

THE reason for the withdrawal of the German banks from the Japanese loan negotiations is stated to be their inability to come to an agreement with the Hongkong and Shanghai Bank as to their share of the underwriters' profits.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 23rd April, 1905.

	Library	Museum
Non-Chinese	193	68
Chinese	95	1,421
Total	388	1,489

THE Mitsui Bussan Kaisha forward us copies of the 45th annual report for the year ending the 31st December, 1904, of the Tokio Marine Insurance Company, Ltd. of Tokyo, which they are representing in this port. Attention is drawn to the fact that the Company transacts Marine Insurance Business only and also that its surplus funds now stand at Yen 2,500,000.

Mr. John Elbert Wilkie, the Chief of the United States Secret Service, and one of the most eminent national detectives in the world, is going to the Philippines. He has sailed already for Manila. Chief Wilkie goes at the request of the Secretary of War to investigate the actions of counterfeiter in the islands. It is said that since the currency has gone into effect, there have been many counterfeiters of the bills in circulation.

THE report on the working of the Singapore Supreme Court last year shows a decrease in the number of persons tried at the Assizes compared with the previous year, but on the other side shows a marked increase in the number of suits and small causes, and generally in the civil business of the Court. The Registrar is unable to assign any cause for this except the one suggested in his last report, namely, fullness of trade.

THE Pearl Fishery of 1905 is fast drawing to a close. It has now lasted thirty-five days, during which some 72,000,000 oysters have been fished. The prices obtained have been very satisfactory and the Government coffers have been enriched by some \$2,322,000. The total quantity of oysters fished up to date is some 61 millions below the estimate. The full month will doubtless be reached before the close of what is considered the record fishery.

A recent statistical statement issued by Messrs. Gow, Wilson, and Staton, it is shown that the total exports of tea from Ceylon to the principal, if not all, parts of the world during 1904 were \$8,952,963, as compared with \$11,120,000 in the previous year, \$18,991,241 in 1902, and \$16,399,018 in 1901. These figures show a remarkable increase in the shipments of tea in the short space of four years, marked only by one drawback—the sudden falling off in the exportation of green tea from the island.

THE circumstantial statement that Great Britain and China are to exercise a joint protectorate over Tibet is declared by Sir Ernest Satow and H.E. Wu Ting-fang to be "a pure invention conceived and circulated by the Russian agency in Shanghai which makes the fabrication of falsehoods its chief business. We do not imagine," says the *Japan Daily Mail* of the 15th, "that either Sir Ernest or Mr. Wu would use such language, but they certainly seem to have denounced, as it deserves to be denounced, the Shanghai factory of falsehoods."

MESSRS. Samuel, Samuel & Co. have subscribed to the fourth domestic loan through the Yokohama Specie Bank to the amount of five million yen at the price of ninety-one yen. But after the closing of the subscription list, says the *Japan Advertiser*, the Company received large orders from London, so the firm is reported to have nearly concluded an agreement to purchase from the Bank of Formosa ten million yen's worth of the bonds, which the Bank subscribed at ninety yen and ten sen. The Company is also reported to be making further efforts to purchase more bonds.

THE following telegraphic information dated the 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijne-Bouwen en Landbouwexploitatie in Langkat, Ld.—

Gillons.  
Daily aggregate output of Crude Petroleum in Tanks at date 31,000  
Crude Petroleum in Tanks at date 31,000

Kerosine made since the date of the preceding half-monthly telegram 80,000  
Kerosine shipped since the date of the preceding half-monthly telegram 21,000  
Kerosine in stock at Refinery at date 110,000

Mr. John Hay, the American Secretary of State, who has sailed from New York to re-perorate on the Mediterranean shores, is, of course, well known in London, where he was American Ambassador in 1897-8. As a writer, Mr. Hay is chiefly known as the author of "Little Breches" and "Jim Bludie," two of the racy Pike County Ballads. A curious story is told about these "political" efforts. In the days when he was on the New York "Tribune" with Mr. Whitelaw Reid (whom, by the way, he has recently been the means of appointing to the London Embassy) as his proprietor, Mr. Hay one night showed his chief some verses. "I don't suppose you can use them," he said, "but you might like to look over them." Mr. Reid saw them in proof, and was astonished, as well he might be, for they were "Little Breches" and "Jim Bludie," published then in the "Tribune" and "the culture of the millinery" has been going on with great success in London, and is rapidly extending to other parts of the world.

THE Chinese employed on the Rand since the 16th ult. numbered 34,345. There have been 25 deaths and five repatriations. The total number in the country on the 20th ult. was 34,315.

THERE are now 100,000 Russian troops at Vladivostok and 200 guns. The *Rositz* and *Glavnik* are always under full steam, and a large number of boats have been laid at the entrance of the harbour.

## PROMISSORY NOTE CASE.

At the Supreme Court this morning, before the Puisne Judge (His Honour T. Sercombe Smith), *Li Fung Man* sued *Tam Chak U* and *Tam Sun Ling* for \$1,000 due on a promissory note dated 20th July, 1904, given by the first defendant to the last. *Li Fung Man* and signed by the second defendant as surety and endorsed to the plaintiff on the bank.

Mr. G. E. H. Beavis appeared for the plaintiff and Mr. F. X. d'Almeida Castro represented the defendants.

Mr. Beavis explained that the defendants were sued as endorser of the promissory note, and as he understood it, the only point which Mr. d'Almeida raised was that the document was not a promissory note it was not negotiable. If his Lordship found that it was a promissory note, Mr. d'Almeida was prepared to admit that his clients had no defence to the action.

Evidence was called and the Puisne Judge subsequently found for the plaintiff, and gave judgment accordingly.

## SHIPPING TRISAN.

The British steamer *Oakley* has been definitely confiscated at Sasebo.

It is intimated for the information of coasting steamers and others that the lights displayed by the dredger *St. Dunstan* while at her station south of Lukusung, moored head and stern, will be in future three white lights in the form of a triangle at the top of the ladder hoist, instead of the three vertical white lights previously shown.

The attention of the *Nagasaki Press* has been called by H.B.M.'s Consul to the fact that, at Sasebo, there is a Dockyard regulation by which application for admission must be made with 24 hours' notice by persons who may have occasion to enter the Dockyard precincts. As this regulation affects persons having business with the Prize Court the widest publicity is desirable in the interests of ship-owners and underwriters.

## THE CREW OF THE S.S. "HARBARTON."

The *Japan Mail* states that the deadlock in the arrangements for the transference of the crew to England of the steamer *Harborton*, the captured blockade runner, has been removed, and the men left Yokohama by the Ocean Steamship Company's steamer *Tyden* for Liverpool. The men had made a protest to the Captain that they would not adhere to their determination to contest the issue raised as to the payment of the wages, and representations were about to be made to the British Minister by a few of the more enthusiastic of them, but early on Monday cable instructions were received, and the men were summoned to the Consulate. They then signed off the articles to be paid their full wages up to the time of their arrival in England, and with a small advance, for necessities during the voyage; the men boarded the *Tyden* and left port as above stated.

## SURVEY WORK IN THE INDIAN OCEAN.

H.M.S. *Sealark*, a yacht recently purchased by the Admiralty to carry out surveying, recently arrived in Colombo, under the command of Capt. B. T. Sammelville. The *Sealark* has for the last five months been in the Red Sea and round about Suakin, carrying out surveying work. From Colombo she will convey a scientific party of the Royal Society, who are in charge of Professor Stanley Gardiner. They will carry out scientific operations on different banks in the Indian Ocean. In addition to this work the *Sealark* will carry on dredging operations and also do surveying work in the Indian Ocean. The places she will touch will include Diego Garcia, Mauritius and Seychelles and then return to Colombo. According to present arrangements, she will have to finish off her work in the Indian Ocean before the end of August, so as to be in Colombo in October and then start on the survey of the south coast of Ceylon. An officer on-board said that the work will last a considerable time. All depends on how the *Sealark* will behave. If there is no accident, the work could be done comparatively quickly. The scientific party going from Colombo will only be Professor Stanley Gardiner and another, but some of the ship's men will help the party in the operations they are about to carry out on the banks in the Indian Ocean.

## GERMAN STEAMSHIP TRADE TO EAST ASIA.

The Imperial Government has published the results of the German subsidised lines of steamers going from and to East Asia and Australia for the past year. Outward and homeward bound, the traffic amounts to 313,804 tons of a value of m. 345,07,000 against m. 26,206,000 for the year before. Outwards, the traffic amounted to 166,000 tons, at a value of m. 130,557,000 for the previous year, and homeward bound 147,714 tons, valued at m. 204,513,000, have been shipped, against 157,830 tons, valued at m. 200,798,000. The number of voyages have been 41 outward, and 42 homeward, against 43 in each case for the previous year. The East Asiatic Line participated in the total traffic outgoing the homeward bound, to the extent of 170,491 tons, valued at m. 237,081,000 (outwards 109,645 tons, value at m. 98,324,000). The passenger traffic was as follows:

	East Asia	Australia
1904-1905	1904-1905	1904-1905
Outward	9,659	9,659
Homeward	9,659	9,659
Total	19,318	19,318

A number of places at which tea is to be taxed on its way to Pootchow are mentioned. According to the *Free Press*, the culture of the mulberry has been going on with great success in Fokien, and is rapidly extending to other parts of the world. Two million silkworms having just arrived from Korea, which the country were distributing to cultivate west of Pootchow city.

## WEDDING AT THE CATHEDRAL.

EDWARDS-BAIN.

It is not often that such a pretty wedding takes place in the Colony as that which was solemnized in St. John's Cathedral this afternoon when Miss Florence Mabel Bain, daughter of Mr. G. Murray Bain, the proprietor of our evening contemporary, was married to Mr. C. H. Edwards, of Messrs. Butterfield and Swire. The church has been very tastefully decorated, the porch being a mass of palms and evergreens, while the chancel steps were flanked with the same plants, the chancel itself being transformed into a perfect avenue of overhanging palms. The whole scheme of the decorations was green, there being no flowers used anywhere; the only touch of colour being that of the red carpet laid down from the west porch to the chancel steps. Both of the contracting parties are very popular in Hongkong and being members of the Cathedral Choir have made many friends among the musical profession, Miss Bain being frequently heard to great advantage at some of our best concerts. The service this afternoon was conducted by the Bishop of Victoria, assisted by the Chaplain, the Rev. F. T. Johnson, and was fully choral. The bridegroom was attended as best man by Captain W. Armstrong, while the Misses Edna Caldwell, Vida Grimbly, and Peggie Gordon made very dainty "supporters" of the bride in their capacity of bridesmaids. They were dressed very prettily in frocks of white mousseline de soie trimmed with lace, and carried shepherd's crooks ornamented with blue silk streamers and forget-me-nots, and wore wreaths of that flower in their hair. They also wore very pretty pearl and gold heart brooches, the gifts of the bridegroom. The bride, who entered the crowded church leaning on the arm of her father, who gave her away, was most elegantly attired in a very handsome dress of ivory satin, with a court train some three yards in length, trimmed with chiffon and lace, and small bunches of orange blossom, which flower also formed a coronet over her long tulle veil. She carried a spray bouquet of staphanotis, tulle roses and maidenhair fern. The groomsmen were Messrs. W. Turner, W. Barrett, F. Bovey, and H. M. Bain (brother of the bride). As the bride entered the church Mr. E. J. Chapman, acting organist of St. John's Cathedral, played the hymn "The voice that breathed o'er Eden," which the congregation sang, and the ceremony over, and the register signed, the joyous chords of Mendelssohn's wedding march pealed forth, while the newly-wedded couple left the church. A reception was afterwards held at the residence of the bride's parents, in Conduit Road.

Mr. and Mrs. Edwards spend a brief honeymoon at Macao.

His Worship, the Municipal Council, said: There are three points of view affecting this case, which have to be taken into consideration. The first is that you deliberately signed articles to proceed to certain latitudes, which embraced both Asiatic-Russian and Japan ports at a time when you knew those countries were at war, and also when you must have been fully aware that your cargo, viz., coal, is regarded by both those countries as "conditional contraband" of war, and yet you wait until "measurable distance" of your final port of discharge, which you were also aware was in the Far East, to create difficulties, which have involved serious delay to your ship, and consequent loss to her owners. In knowledge also of the fact that similar difficulties had been created during some considerable period before you signed on, by other crews, yet you have deliberately chosen your own time to make representations on the subject now, instead of the opportunity. I assign no reason for your act, beyond the statements you have made; but to show you the difficulties that sometimes occur in judging these cases I would point out that in one or two previous instances, where men have been similarly circumstanced, where they have signed articles, they were "put up jobs" before they signed off, with the intention of obtaining passage home, spent in idleness, and to sue the owners for full wages to the time they arrived in England. The second point requiring consideration is, how far owners can be expected to go, in having it stated on the agreement that their vessels are carrying contraband, for without some such attitude as that as you men have taken up, and as I have said, an agreement to this effect in the ship's articles would condemn the cargo of contraband without question, and running of contraband would have to be abandoned. If the reasoning powers of crews during the earlier stages of the war were at fault when signing on, it can hardly be contended that it is the case now—12 months later—when men must surely be aware what they are committing themselves to.

No conclusion, that I am aware of, has been come to in England as to how these cases should be treated, but the line I have consistently taken since the commencement of the war has been (and this is the third consideration I alluded to) what risk is likely to be encountered in the voyage between Hongkong and the port she is bound to, a risk of capture and a personal danger to life may be reasonably thought to exist, I have not in spite of the foregoing considerations—excuse the fulfiling of the agreement. On the other hand where no apparent risk can be shown I have endeavoured to point out to those concerned, and usually with success, that it is their duty to proceed otherwise they are liable to punishment. There is, however, one point unlike others I have dealt with, in your case, which has to be considered. If, as I have said, and I have the declaration before me that the coal your ship is carrying is not intended for either of the belligerent fleets, but is consigned to a firm in Nagasaki. Before coming to a decision I desire to give you men an opportunity to consider your position from the standpoint I have placed before you with a view to affording you an opportunity of returning to your duty.

The Court then adjourned for an hour, and on resuming His Worship said: If any of the men still refused to proceed in the ship, they might "hold up their hands," when every man did so.

His Worship addressing the men said: Although I have a statement before me to the effect that this coal is not intended for the use of either of the belligerent fleets, I have had to consider whether such statement would or would not be sufficient to prevent the ship's detention in the event of her capture on the ground that such coal was being taken to a Japanese port. Such detention until the case was tried by a Russian Prize Court might reasonably be said to involve risk, and this being so, I am not prepared to insist that you men should proceed. On the other hand I am not going to allow you to sever your connection with your vessel, and have therefore made arrangements with Captain Forsyth that you will be maintained to the Sallow Home here until your vessel returns to this port (falling which other arrangements will be made for your future). The men were then introduced to go on board and collect their personal effects, and left the Court thanking His Worship.

## SEAMEN AND JAPAN.

## AN IMPORTANT DECISION.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, this morning, Robert Forsyth, master of the s.s. *Duchely* charged twenty-one members of the crew of the vessel with impeding the progress of the ship by refusing to proceed to sea, in the waters of this Colony on the 24th inst.

Robert Forsyth, master of the s.s. *Duchely*, said that on the 24th inst. at 7 p.m. in this port, when preparing to proceed to sea, members of the crew now in court, came aft in a body requesting to know the destination of the ship, as, if she was going to Japan, they refused to proceed in her, and on being informed that Nagasaki was the destination, they did, collectively and individually refuse to proceed in her, giving as a reason that Shanghai was the port they signed on for. Witness pointed out to them that they signed to Shanghai and not any other place within the limits of 75° N. and 65° S. By so refusing, the said members of the crew have prevented the clearing of the vessel when ready to proceed to sea. At 7.30 p.m. witness again sent for the men and asked them to reconsider their refusal at the same time offering them a bonus of a full month's wages per man, so long as they would delay the ship, when they again absolutely refused to proceed in her. At 8 p.m. on the 25th inst. the aforesaid members of the crew were mustered and asked if they had stated that they thought there was danger of their being seized by Japanese or Russian vessels of war in the event of such happening witness guaranteed indemnity to them for loss of personal effects, and secured their wages until they returned to the United Kingdom, if they would fulfil their agreement and proceed in the ship they one and all refused to accept any such offer. The agreement was here produced. The charge affecting the case is as follows: That the men agreed to proceed to any port or place within the limits of 75° N. and 65° S. commencing at Penang and proceeding thence to Shanghai and/or any other port within the above limits.

Mr. Mick, Counsellor, called, said he signed on 1st February to proceed in the s.s. *Duchely* on voyage from Penang to Shanghai. When the ship arrived at Durban he heard a rumour that the ship was going to Hongkong for coals, and on arriving there he went off with the other hands and asked where the ship was going to. The captain informed them that she was going to Nagasaki, and they then told him that they refused to go in her, because it was a dangerous thing to do, and might lose their lives.

The remainder of the crew said that the foregoing remarks expressed their own individual views, and that the reason for their refusal was that they were afraid to proceed.

By the Court: Captain Forsyth, recalled, said his cargo was shipped at Penang for Shanghai. When the agreement was signed and agreed and explained to the men no questions were asked since nor any trouble given by the men until the vessel arrived in this port.

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M. Helm, carpenter, said before signing on he asked the chief officer, with whom he had served before, if the ship was likely to go to Japan. He replied that if the vessel did go to Japan or Russia there would be no harm in so doing.

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## TELEGRAMS.

[Reuters.]

## The Resignation of M. Delcasse.

London, 24th April.  
M. Delcasse has withdrawn his resignation, but he insists that he must be in complete harmony with the Cabinet on the subject of foreign policy. Satisfactory assurances have been given him to that effect.

## Russian Admiral Ill.

It is stated in Saigon that Admiral Rozhdevsky is suffering from dysentery.

## Fleet Sails North.

News from Saigon, dated 24th inst., states that the Baltic fleet at Kamranh consisted of 53 ships including transports. The fleet has sailed north with 14 transports; the cruiser *Seidlitz* and the hospital ship *Orel* continue near Kamranh, but outside limits.

The French cruiser *Desbarres* has sailed for Haiphong where 20 warships were sighted.

## SOME IMPRESSIONS OF THE FAR EAST.

A CHAT WITH A WELL-KNOWN AUTHOR.  
MR. ARCHIBALD LITTLE IN COLOMBO.

Among those who quitted the other afternoon by the Hamlyn-American Line steamer "Rhenania" are Mr. and Mrs. Archibald Little, who are well-known as author and authors of many interesting books on the Far East. Mr. Little touched here in 1899 in the old P. & O. steamer "Malabar", which was wrecked on Point de Galle in the following year, when Lord Elgin and Baron Gros, the British and French Ministers to China were on board; all the passengers were, of course, saved. Mr. and Mrs. Little are friends of Sir Henry and Lady Blake and their disappointment was very great at not being able to go up to Nuwara Elya to see their Excellencies owing to the steamer arrangements not suiting them. Mr. Little is the author of "Through the Yangtze Gorges," "Mount Omi and Beyond" and other books on China, while Mrs. Little has written "Intimate China," "The Land of the Blue Gown," besides several novels.

The forthcoming volume of Mr. Mackinder's Geographical series is by Mr. Archibald Little, and is entitled "The Geography of the Further East," and the book is now in the hands of the Clarendon Press.

In course of conversation with an *Independent* representative, last night, reports the *Ceylon Independent*, Mr. Little said that he has been in China since 1899 and has been taking a trip home every five or six years.

## CHINA AND THE WAR.

Talking on Far Eastern affairs, Mr. Little said, "The war does not affect China at all and it has been rather beneficial to trade. Both the Japanese and Russians have spent large sums of money in the Chinese ports, Shanghai, Chifu and Tientsin, and at the Chinese Government has taken no part in the war, the profits to the Chinese have been very great, and the same remarks apply to the foreign merchants. Trade has been remarkably good and the demand for British manufactures has never been so great as it is at the present moment. As far as politics go everything is very quiet in China and promises steady progress and new projects for railways and mining enterprises which, when developed, will tend to an increase in the general trade. China, as you know, sympathizes with the Japanese in this war. No doubt it will end in the Japanese influence in China being paramount. Many Europeans living in China fear this result, but if it leads to a greater union among the European Powers, the possible drawback of the trade falling into the hands of the Japanese will be mitigated by the effect of such a union. So far everything points to the Japanese rigidly maintaining

in all the countries occupied by them, and there is no reason to suppose that they will go back on their engagement to keep the trade open on an equality to all nations. The Japanese are not likely to make peace until they can bring the Russians on their knees and so make it impossible for the Russians to simply make a truce and wait for a more favourable opportunity to re-commence the war. This danger the Japanese are determined to escape; consequently, my own impression is that we shall not see peace for some months to come. The Japanese will not give up until they attain their object and drive the Russians entirely out of Manchuria.

Since the fall of Port Arthur the streets in Shanghai have been crowded with Russians and although they are being shipped off by the Russian Consul there, as fast as steamer accommodation can be obtained, yet the number is so great that the streets have been crowded ever since the beginning of the year. The Russians seem fairly well off and were spending a good deal of money which they accumulated during the siege. Most of them are artisans, camp followers and tradesmen, who were now returning home.

RUSSIA DARE NOT MAKE PEACE.  
Continuing, Mr. Little said that a correspondent of one of the Russian papers who was shut up in Port Arthur during the siege informed him that Russia dare not make peace. First, because she could not let her people know how badly she had been beaten, and secondly, because as soon as peace is signed there would be some fifty thousand prisoners to return to Russia, which is equivalent to fifty thousand revolutionaries.

Mr. and Mrs. Little go up to Kandy this morning and will visit the Botanical Gardens, returning to Colombo in the afternoon, when they will resume their voyage home, concluding the journey. They will return to China in the autumn, via America, as Mr. Little has large mining interests there.

## THE DANGERS OF BLOCKADE.

SEIZURE OF THE "HEATHCRUIK" AND HER CARGO.

The latest complication—and a very huge tangle it looks like, says the *Ceylon Independent* of the 17th inst.—is that of the *Heathcruik*, and speculation is rife as to what the upshot will be. The case is this: Certain steamers are fixed out nominally to Manila, Shanghai, and Amoy, the ultimate port really being Vladivostok, and apparently the owners run the war risk themselves; at any rate, that risk is not insured against. These steamers being heavily mortgaged, the mortgagee seizes not only them, but the rest of the fleet; and, in the case of steamers bound for Vladivostok, have stopped them, and are giving the merchants at home notice that one cargo will be landed at Colombo, from the steamer (*Heatherick*) which is here at present; another at Manila; and the third at Amoy, the nominal destination. As to the latter steamer (*Heatherick*) her cargo was on fire recently as reported in the columns of the *Independent*. The sale of her cargo has been recommended as the cheapest way out of the mess (that is of course, solely with regard to the fire). This may obviate the difficulty caused by the mortgage procedure in this case, but so far as the action generally is concerned, the complications that must ensue are immense, and are increased by the fact that the owners had nearly all the freights paid in advance. The general opinion is that the whole business is extremely involved, and will be most disastrous for all parties concerned. Already the merchants at home are beginning, it is said, to give notice that they will not charter steamers that have mortgages on them, and this gives rather a comical turn to the position, for where will they find such vessels? That merchants should have ever thought of such a thing is, perhaps, because they do not know that it is fashionable now-a-days to dub mortgages "debentures."

All probability the *Heatherick's* coal will be sold in Colombo to satisfy the mortgagee's demands, but developments are watched with the keenest interest in shipping circles.

## NAVAL NOTES.

Captain Hannah of the *s.s. Calcutta*, which arrived in port to-day from Singapore, reports that he sighted this morning some after nine o'clock off Lintia Island three battleships and two cruisers, names unknown, but believed to be British.

Prince Louis of Battenberg has, a correspondent is assured, notwithstanding his pre-occupations in his present command, devised a remarkable improvement in the system of signalling in the British Navy. The system has been submitted to the experts of the service and declared to be infinitely beyond any system in existence in the European services. The American signalling service was thought to be the best in operation, but this is said to be far better. This, at all events, is the view of the British naval authorities.

## NEW COTTON MILL.

FOR MESSRS. SASSOON.

On India, the 6th inst., a large gathering met at Chinchpookh, India, to witness the opening ceremony of a new Mill, called the Rachel Sassoon Mill, founded by Messrs. E. D. Sassoon and Co., the well-known mill proprietors of Bombay. Mr. Naibah, the Superintendent of the Mills in delivering his opening address congratulated the senior partner of the firm, Mr. Jacob Sassoon, upon his fresh venture in the field of mill industry, and after wishing the new mill every success made feeling reference to Mr. Jacob Sassoon, after whom the mill had been named, who through ill-health was unable to be present. Mr. Jacob Sassoon, who, on rising to reply, was warmly applauded, rendered thanks for the kind references made to Mrs. Jacob Sassoon and for all the good wishes bestowed upon the new mill for its future success. Mr. Jacob Sassoon amid loud cheers then formally declared the Rachel Sassoon Mill opened, and the gathering then adjourned for refreshments. After being profusely garlanded, Mr. Jacob Sassoon and party, amid renewed cheering and applause, drove off.

## SIAM'S SUCCESS.

In these days the first and last sign of progress is to borrow, to it is easy to understand why the Royal Siamese Government at 4 per cent. Sterling loan received such a hearty welcome. The amount is a million, which is a very fair beginning, but Paris took one-half and of the balance only £350,000 was available for money-lenders here. It is understood that the applications reached eight millions, less than an hour, and the lists were then closed, sufficient evidence having been obtained that the Stock Exchange would take Siam for its bottom. The stock certainly looked cheap at 95; and it was promptly sent to a substantial premium. The P. M. *Gazette* is inclined to think that better terms might have been secured, but perhaps it is just as well for the Siamese that borrowing should not be made too easy. That would merely have encouraged extravagance.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.  
On the 26th at 11.55 a.m. The barometer is rising over N. China and Japan, and falling slightly on the S.E. coast of China.

Pressure is again high over N. China, and gradient air increasing along the coast.  
Fresh N.E. winds will probably set in again over the Formosa Channel, and moderate S.W. winds may be expected over the N. part of the China Sea.  
Forecast: S. to E. winds, light to moderate, fair.

## CANTONESE LOVE SONGS.

Translated, with introduction, by Cecil Clementi, M.A., late Demy of Magdalen College, Oxford, Member of the Land Court for the New Territories, Hongkong.  
At the Clarendon Press, Oxford, 1904.

"If it was possible to make all the ballads of a nation, he need not care who makes all the laws of a nation."  
Pitchey of *Saltire*.

It may well be that our opinion of the translation before us is not wholly unbiassed by Mr. Clementi's selection of this particular book to translate, to annotate and to expound in learned prolegomena.

We quarrel with no rising idiom for devoting attention to Cantonese character colloquial. That a Western student of a Chinese dialect, rich as Cantonese in entertaining and enlightening reading and affording as written Cantonese certainly does a wonderful work, is inclined to affirm an unique insight into native modes of thought and action, should be satisfied with the colloquial language of familiar conversation the *sermo vulgare*, quotidian, pedestre, vulgaris, rusticus, is little short of inexhaustible.

Mr. Clementi does well to treat seriously Cantonese colloquial studies. If he bent on prosecuting his researches vigorously and far, the field before him for exploitation is varied and extensive. Work such as he is capable of doing will point many to higher standards and less limited ambitions. We cannot help wishing, however, that his painstaking and scholarly endeavour had been in another Cantonese colloquial channel. Our experience is that these Cantonese Love Songs are viewed with distrust and disfavor not only by the older and high officialdom, but also by another class that more properly claim to be heard on the question of their merits. The native moralists in China do not like song writers who devote their chief attention to Venus and Bacchus. *Quid nist cum multo Venere confunderet vino*.

It must be admitted that licentiousness is the more dangerous in proportion to the art and insinuating delicacy with which it is clothed.

The foreign dress of these songs is sufficiently trimmed with lace and embroidery. It is not an immodest or inelegant dress. Whether it is suitable and fitting is matter for the reader's taste.

That the songs have a wide popularity is most true and in our view the fact, admits of ready explanation. The chief cause of their popularity and allusion derived from high sources never fail to delight the literary Chinese and to give a certain sanction to literature of the class to which this volume belongs. Where the quotations, allusions and references have the kind of setting that is here given them the fascination that they exercise well nigh becomes enchantment. Songs of love unfettered, classically flavoured and historically spiced may not be choice literature. There is, however, no mistaking the force of their appeal to certain aspects of human nature that are all too much in evidence at the gay and festive city of Canton.

In the volume of translation the notes explanatory of allusions and references occupy fifty pages. The student's attention is directed to sources and the information given will prove useful in matters more weighty than love songs.

As respects the problems raised by these songs and dealt with by the translator in his preface, view-point, will in nearly every instance determine judgment. The strength of latter-day Buddhist teaching as a means of consolation to oppressed and degraded womanhood we will not essay to gauge or measure. Let it be granted that Buddhism, as Chinese women know it, has craved to deny the permanence of individual life; that it has altered Nivana into a heaven of conscious bliss, that it has dropped its atheism and adopted a vitalism; that it no longer teaches the uselessness of prayer and that it does present a merciful deity as an object of worship. With all this the analysis of Buddhism as it appears in these songs leaves the humanitarian and philanthropist unconvinced of its sufficiency to comfort and to long for calls "the marvellous heart of man."

Creeds are tested by lives, by the inspiration, guidance and direction they give to individuals and to society. The religion that does not secure for woman a higher place than she has attained in China cannot do all that is needed to set woman's heart at ease or to speak peace to her soul. Nor can we imagine the woman whose life is the theme of these songs, and whose environment they so vividly portray finding delight in a faith which at its best and under quite other conditions cannot impart into human lives the joy of living.

Light shining within the recesses of a Chinese prison shows ignominious cruelties that call to civilized humanity for redress. Light on the position of woman in China almost always shows revealing the secrets of her prison-house where man's humanity is seen in its more revolting aspects.

We will not carry further the comparison, which admits of being drawn in detail. We cannot have an exalted opinion of present-day Buddhism as a work-a-day faith. It is an inadequate basis of ethics, and a poor means of calming "the weary strife of frail humanity."

One or two observations on the place of song in Chinese life may fitly conclude this notice. That from the earliest times the Chinese have set a high value on songs as a means of education and especially of inculcating the virtues of industry, contentment and patriotism is clear from the frequency with which snatches of ancient song are introduced into the most esteemed classical literature.

For how long, and to what extent, the Chinese have had songs appropriated to various trades, might prove an instructive inquiry. They have labour songs that touch the heart and lend vigour to the arm of the toiler. Such labour songs form no mean contribution to public happiness.

What Dr. Johnson noticed in the Highlands has many a parallel in modern China. "The strokes of the sickle were timed by the modulation of the harvest song in which all their voices were united. They accompany every action which can be done in equal time with an appropriate strain which they say has not much meaning but its effects are regularly and cheerfulness." Boatmen working against the rapids on the rivers of China do precisely after the manner described here.

Songs written and written must enter into any complete picture of Chinese manners. So true is this that native newspapers published in Hongkong are occasionally sent to summarise narrative, news and incident under the heading Canton Songs or information in rhyme.

Mr. Clementi's skill, energy and taste might be used to advantage in compiling an anthology of Chinese songs with translations prolegomena, notes and indexes. Such a work would certainly have a charm of variety which the *Cantonese Love Songs* seems to lack.  
A collection of ballads may properly include a few specimens of the fine large variety of insect, from a habitat, not of the cleaner and most inviting, to the many of this one kind would put out of count with the instructive and laudable pursuits of the collector.  
In Cantonese songs as in other, hidden Chinese the Western reader likes more "sorts and kinds."

## RAUB REPORT.

The Manager's mine report for four weeks ending March 25th, to the chairman and directors of the Raub Australian Gold Mining Co., is as follows—

I beg to submit my monthly report on your mining and milling operations.

The Mine measurements and assay results of prospecting work show a total of 6954 ft. for the period (4 weeks) under review, made up of 799 sinking, 94 driving, and 531 cross-cutting, as against a total of 324 ft. for the previous four weeks.

**MINES.**  
Dukit Komau, 410 ft. Level, South Drive.—This has been advanced 8 ft., bringing the total to 27 ft. The lode is 37 in. wide and worth 1 dw.

At about 20 ft. from the cross-cut, a small branch passed into the wall; this was followed for 5 ft. where it disappeared.

410 ft. Level, North Drive.—To this has been added 21 ft., making a total of 53 ft. The disturbance referred to in last report continues. The footwall formation averages 20 in. wide, and worth 3/4 dw. The drive is now being turned to the footwall.

340 ft. Level, North Drive.—This has been advanced 26 ft., bringing the total to 398 ft. The lode averages 108 in. and worth 24 dw., and now shows signs of narrowing, which corresponds with what happened in the level above, about this distance from the shaft.

340 Level, North Drive, No. 1 Winze.—This has been sunk 15 ft., making the total depth sunk 69 ft.

The lode, 48 in. wide, assaying 24 dw., is now passing into the footwall. To facilitate sinking, the winze is being kept vertical, chiefly because of the water we have to contend with.

At 15 ft. a cross-cut has been put off, cutting through to the footwall of the lode, and showing a further width of 7 in., assaying 24 dw.

330 Level, South Drive.—Here 1 ft. has been driven, making a total of 350 ft. The lode 36 in. wide, is worth 1 dw.

340 Level, South, No. 1 Winze.—This has been sunk 15 ft., and is now 93 ft. deep. The depth is sufficient to connect with the 440 ft., when it is so far advanced, so sinking has been stopped.

At about 80 ft. the lode again came in, and continued to the bottom, average 30 in. wide, and worth 2 dw.

140 Level North, Drive south on Branch.—This has been extended 9 ft., bringing the total to 95 ft. The lode 6 in. wide is worth 7 dw.

140 Level North, Sinking pass.—This having been sunk a further 7 ft. now totals 15 ft. and has been connected to the pass from below.

140 Level South, Extension of Main Cross-cut from the South Shaft.—This has been advanced 42 ft., making a total of 278 ft. from the Shaft.

Cross-cutting for Slope Filling.—157 ft. of this work has been done.

Slopes.—The Mill has been supplied from the following—

Above the 340 level, 2 slopes, lode 109 in. wide, worth 3 dw.

About the 240 level, 4 slopes, lode 68 in. wide, and worth 4 dw.

About the 200 level, 1 slope, lode 105 in. wide, and worth 3 dw.

Above the 140 level, 1 slope, lode 6 in. wide, and worth 7 dw.

**STOPE MINE.**  
Main Cross-cut West.—This has been extended 72 ft., bringing the total to 81 ft. Some small bunches of mixed quartz matter have been passed through but of no importance.

Surface prospecting in the district of this Mine has been carried on in two places.

At about 800 ft. North East of the shaft on the outcrop of the East Lode, panning from which have given very good results, a small winze has been sunk 33 ft. on the west side of the lode but this we have been obliged to abandon because of the water and soft nature of the clay. Efforts, however, are now being made to expose the lode from surface.

The second place is about 500 ft. south of the Stope shaft, and on the line of the main lode. Here the results are most encouraging. The outcrop is exposed for 6 ft., and the one cutting made through it shows a lode 84 in. wide, and pans 6 dw. Further work is being carried out, and preparations made for taking this stone to the Mill. This lode is no doubt a part of the main lode, the extension of which we expect to strike in Stope cross-cut.

**BUKIT MALACCA.**  
No. 2 Level, Drive south.—This has been driven a further 12 ft., making an aggregate of 24 ft., and having passed the 1 ft. of the Ore shoot, is now stopped. All work in the mine is suspended waiting the completion of the railway, when we shall remove the stone already broken, and proceed with other work.

The railway will be finished in about another two weeks.

In the hill immediately north of this property, and south of Sungai Argus, two crosscuts are being put in to prove this section. The No. 1 has covered 170 ft., and No. 2, 84 ft. Some small seams and bunches have been driven through, but of no value.

The Huntingdon Mills, since the arrival of renewals, have worked fairly continuously.

All other machinery has been thoroughly overhauled.

Mill ran as follows—

No. 1 Mill 22 days. Crushing 1,412 tons and producing 133,425 lb. having a fineness of 84.6.

Average yield per ton of bullion 1.73 dw.

Dukit Komau Milling Returns for Month ending 25th March:—Stamps working 4 x Period of working 38 days, less lost time 43 hours 4 mins., mainly due to breaking of protection wire on main cable line, clean up and repairs.

One milled—3,267 tons, including 25 tons of old blaspings.

Amalgam yield, 1,692.75 ozs. producing 559 ozs. smelted gold, having a fineness of 921.42.

Bullion yield—37 dw. per ton milled.

W. H. MARTIN,  
General Manager.

## THE "SULLY."

"Sticking" details in connection with the grounding of the *Sully* were sent home from Indo-China. The report says, "An officer states the cruisers *Sully*, *D'Almeida*, and *Guyard* were in the Bay of Aloff; and the *Sully* proceeded some distance up the coast for torpedo practice.

About three o'clock the *D'Almeida* received a wireless telegram from the *Sully*. "We are sinking. Send immediate help—immediate help—help—help," the last word being continuously wired.

Thinking it was an exercise in signalling, no notice was taken on the *D'Almeida* for an hour. The commander then communicated with the *Guyard*, and was instructed to have steam got up and go in search of the *Sully*.

**FELL IN WITH THE LOATS.**  
It was getting dark when they started, and half an hour later they fell in with a number of the boats and junk containing members of the *Sully's* crew, who stated that their ship was wrecked 13 miles away, and as she had sunk by the head, and the position of the crew was perilous, it was urgent to rescue them.

The *Guyard* found the wrecked cruiser with the fore part under water, having struck on a coral reef which was uncharted. She carried 1,200 crew, and as the crush of water had been so rapid that the water-tight compartments had to be closed at once, it was at first thought that some of the engineering staff who were missing had been drowned.

By ten o'clock at night, however, the whole 1,200 were safely accounted for by the discovery of other boats.

## BOWLING.

The team to represent the Hongkong Club against the Club Germania in the forthcoming match is as under:—Messrs. E. H. Hinds (Captain), P. W. Goldring, T. A. Hammer and T. C. Gray on the German alleys on 28th inst. and on the English alleys, 29th inst. J. Hopper, P. R. Wolff, H. Hancock and J. W. C. Bonnar, English alleys 28th inst. German alleys 29th inst.

The two fours will bowl in the order named. Begin at 5 p.m. each day. Scorers:—C. H. Gale and J. A. Jupp. Umpires:—J. R. Wood and G. E. Morrell.

## A USEFUL WORK.

Considering the number of places at which the Customs Inspectorate has established offices, the thousands of miles north and south and east and west over which these offices are scattered, the varieties of climate, and the peculiar conditions to which, under such different circumstances, life and health are subjected, Sir Robert Hart believes that the Customs Inspectorate, aided by its Medical Officers, can do good service in the matter of procuring information with regard to disease amongst foreigners and natives in China. In consequence the Inspector-General came to the resolution of publishing half-yearly in collected form all that may be obtainable. If carried out to the extent hoped for he thinks the scheme may prove highly useful to the medical profession both in China and at home, and to the public generally. The medical reports for the year ended 31st March, 1904, have now been published, and a copy forwarded to our office. The contents of this little volume comprise reports on the health of Chungking, Ningpo, Wenchow, Hohow, Pakhoi, Tengyueh, Wuhu, and Canton, also on the sanitary condition of Mongtze, and clinical notes on leprosy. That which more directly concerns us is Dr. E. C. Davenport's report on the health of Canton for the fifteen months ended 31st March, 1904. There is one important point in the report that should not be overlooked. He tells us that the increased number of cases of typhoid fever, dysentery, diarrhoea, diphtheria, and septic thrombosis that have occurred is probably caused chiefly by the defective and insanitary drainage system. For this reason, and having in view further increase in population, a more sanitary system of drainage is urgently called for. "The drains on Shamien are," he regrets to say, "in a very defective and insanitary condition. The 'outhouses' of several 'lots' have been found to be very unhealthy and to have a very deficient accommodation for Chinese servants. Repairs and improvements are now in course of construction." With a low-lying and subsiding settlement, surrounded by a tidal river, such as Shamien is, the most suitable method of drainage seems to him to be an entirely surface system, the advantage of which, over the existing deep system, he fully sets out in his report.

## COMMERCIAL.

Shanghai advices of 20th inst., state:—Business reported:—Farnham, Boyds at Tls. 1575 cash, and at Tls. 1564 for April. Lands at Tls. 115. Wei-hai-wei Golds at \$62, Moutrieys at \$51. Ices at Tls. 25. Telephones at Tls. 72.

Business done direct:—Indo-China at Tls. 88 for April. Farnham, Boyds at Tls. 160 for June, and at Tls. 162 for August. Langkats at Tls. 745, and at Tls. 255 for October.

## To-day's Advertisements.

**NOTICE.**  
THE Business of Dressmaking and Millinery hitherto carried on under the name of FLINT & CO. will from the 1st proximo be carried on in the name of and styled MADAME JAYS MILLINERY and DRESS-MAKING PARLORS, No. 4, Des Vaux Road, under the same proprietorship.  
Hongkong, 26th April, 1905. [510]

**FOR SINGAPORE, PENANG AND CALCUTTA.**  
THE Steamship  
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 2nd May, at 5 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & CO. LIMITED,  
Agents.  
Hongkong, 26th April, 1905. [509]

**LIGHTNING.**  
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 2nd May, at 5 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & CO. LIMITED,  
Agents.  
Hongkong, 26th April, 1905. [509]

## To-day's Advertisements.

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"ROON" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given, before 10 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 2nd May, at 9.30 A.M.

All Claims must reach us before the 8th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

## NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 25th April, 1905. [5]

## FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship

"ELITA NOSSACK" Captain Lassen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

## HAMBURG-AMERICA LINE.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	26th April.
GLASGOW and LIVERPOOL	"MOYUNE"	26th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	18th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	23rd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Calchas" and "Moyune" left Singapore a.m. on the 21st instant, and may be expected to arrive here on the 26th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
GENOA, MARSEILLES & L'POOL	"LAERTES"	9th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	23rd June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	26th June.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "NINGCHOW"		31st May.
NAGASAKI, KOBE and YOKOHAMA		

For Freight, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 25th April, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO, CHEFOO and TIENSIN	"KAN SU"	29th April.
SHANGHAI	"WOOSUNG"	30th "
MANILA	"TEAN"	2nd May.
CEBU and ILOILO	"KAIFONG"	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvarnished table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 26th April, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.
RUBI	2540	A. H. Nottley	"	SATURDAY, 6th May, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 24th April, 1905.



## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast.)

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO., General Agents.

Hongkong, 7th April, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail at Daylight on
"NUMANTIA"	4,370	Brahmer	April 27th, 1905.
"ARABIA"	4,483	Bable	May 11th, "
"ARAGONIA"	5,108	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through-rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES. From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation unrivalled. Daily qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton, at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4

Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"AMARA"	FRIDAY, 28th April, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 28th April, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 5th May, 4 P.M.
SGAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 9th May, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO. General Managers.

Hongkong, 26th April, 1905.

## COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain — will be despatched for the above Ports, on or about MONDAY, the 1st May.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1905.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"EMPIRE"

Captain Helms will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 11th April, 1905.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER"

Captain McIntosh will be despatched as above on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 17th April, 1905.

## A FOOK &amp; Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMMODITIES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

## Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG, 1905.

About

"SAGAMI" 20th May, 1905.

"HINDUSTAN" 6th June, "

"ERROLL" following.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 19th April, 1905.

## HONGKONG-MACAO LINE.

S.S. "WINDWARD"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on 1st Week Days, at 8 A.M. and on Sunday at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sunday at 6.30 P.M.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents.

TIFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON &amp; Co., 2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

## Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA"

Captain Jaburg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th April, 1905.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &amp;c. ex S.S. Himalaya and Bengal.

From Australia, ex S.S. Marmora.

From Calcutta, ex S.S. Sardula.

From Persian Gulf, ex B.I.S.N. and B. &amp; P. S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 26th instant, if P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 20th April, 1905.

## Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"LANGBANK"

Captain Rout, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 4 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st April, 1905.

## "SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"PINNA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, 19th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th instant, at 2 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 19th April, 1905.

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 22nd instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 20th April, 1905.

## Consignees.

FROM BOMBAY AND STRAITS.

THE P. &amp; O. S. N. Co.'s Steamer

"BANCA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 20th April, 1905.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"BANCA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 24th April, 1905.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship



**HIS BRITANNIC MAJESTY'S SHIPS ON THE COAST**

# MAJESTY'S SHIPS ON THE CHINA STATION

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN	LAST REPORTED AT
Alecricity	despatch vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,050	10	15,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	10	76,500	Captain E. N. P. Corman	Hongkong

Kraggs	crusier, 2nd class	4,350	10	7,000	Captain Lionel G. Telford	Yanagobu
Deaconville	crusier, 2nd class	4,350	10	7,000	Captain H. B. Torrance	Yanagobu
Centuria	battleship, 1st class	10,500	74	13,000	Captain Fegan	Hongkong
Cherob	water tank and tug	390		300		Hongkong
Diadem	crusier, 1st class	11,000	16	16,500		Hongkong
Fame	torpedo boat destroyer	500				en route to relieve Amphitrite

<b>Lady</b>	... ..	battleship, 1st class	18,950	6	3,700	Lieut.-Commander Stevenson	... ..	Hong Kong
<b>Lady</b>	... ..	torpedo boat destroyer	775	6	1,500	Captain Hon. Stoford	... ..	Hong Kong
<b>Lady</b>	... ..	torpedo boat destroyer	775	6	4,000	Reserve	... ..	Hong Kong
<b>Hecla</b>	... ..	special service torpedo-v.	6,400	—	—	Lieut.-Commander Richards	... ..	Hong Kong
<b>Hoguen</b>	... ..	cruiser, 1st class	18,000	14	21,000	Captain E. F. Cassin	... ..	on route from England
<b>Humber</b>	... ..	storeship	1,040	—	800	Captain Shortland	... ..	Hong Kong
						Lieut. P. M. Riddell	... ..	

American	... ..	tender, 1st class	3,000	8	7,000	Captain William B. Pawlner	Singapore
British	... ..	torpedo boat destroyer	280	6	9,000	Reserve	Hongkong
Klubha	... ..	river gunboat	85	4	1,500	Lieut.-Commander R. V. F. R. Dugmore	Yankee
Moorish	... ..	river gunboat	80	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	... ..	battleship, 1st class	12,000	16	13,000	Captain T. G. Grant	Hongkong
Other	... ..	torpedo boat destroyer	250	6	8,000	Reserve	
Rambler	... ..	surveying vessel	85	6	350		

Robin	....	river gunboat	85	1	Lieut.-Commander L. E. Mohr	.....	Surveying
Landlander	....	river gunboat	85	2	Lieut.-Commander R. Robert E. Vaughan,	.....	West River
Albatross	....	cruiser	240	1	Lieut.-Commander W. T. Atlay	.....	East River
Albatross	....	cruiser, 2d class	3,600	8	Captain C. H. F. Moore	.....	Shanghai
Albatross	....	river gunboat	85	2	Lieut.-Commander Davidson	.....	Yangtze
Albatross	....	torpedo boat destroyer	250	6	Reserve	.....	Hongkong
Albatross	....	cruiser, 1st class	19,000	14	Captain W. I. Grant	.....	Singapore

[illegible]

Woodcock ...	river gunboat	150	2	Lieut. Commander H. E. L. Thomas	Hongkong
Woodlark ...	river gunboat	150	2	Lieut. Commander Hugh Somerville	Yangtze
				Lieut. Commander Jao. F. Knox	Yangtze

• Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.  
• Flag of Rear-Admiral the Hon. A. G. Cresswell-Bowen, C.B., C.M.G.

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**FRENCH MEN-OF-WAR ON THE CHINA-STATION.**

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Chéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	130				

Albanche	...	river gunboat	...	140	5	500	Lieut. Jeanne	...	...	...	Canton
Alphonette	...	river gunboat	...	140	—	500	—	...	...	...	Haiphong
Aronade	...	river gunboat	...	—	—	150	—	...	...	...	Saigon
Arsse-Hé	...	river gunboat	...	140	5	150	Lieut. Hue	...	...	...	Saigon
Comité	...	gunboat	...	535	4	458	Lieut. Merveilleux du Vignaux	...	...	...	Gulf of Siam
Assasi	...	armoured cruiser	...	4,000	31	9,190	Captain Allaigne	...	...	...	Bale d'Anon
Acidie	...		...					...	...	...	

	escorted	guise.	....	845	10	Lieutenant L'Eost .....	Kwang chow ....
"	Stoc "	river gunboat	....	3,985	14	Commander Amet .....	Bale d'Along ...
"	prancique..	destroyer	... " "	303	"	Lieut. Mera .....	Hai Phong .....
"	ronda "	destroyer	... " "	303	7	Lieut. Cotonel .....	Hai Phong .....
"	Sachsen f	protected cruiser	.....	350	"	Lieut. Jehenne .....	Hai Phong .....
"	neydon "	armoured cruiser	.....	0.376	"		Saigon .....

Agui Rivera	river gunboat	200	6	308	Capt. Rioult	Baie d'Along
Agui	river gunboat	200	6	308	Lieut. Fortier	Haiphong
Vallée	destroyer	307	7	300	Lieut. Coudane	Haiphong
Armat	cruiser	1,250	7	3,200	Commander Sagot-Duvastoux	Haiphong
Armat	sub-marine	—	—	—	Commander Simon	Chempulop & S'hal
Armat	armoured cruiser	9,700	12	19,600	Armbruster	Saigon
Armat	—	—	—	—	Capt. Duval	Baie d'Along

307	7	6,300	Lieut. Prat	Saigon
308	7	6,300	Lieut. Grollier	Chuoking
309	7	6,300	Lieut. Lavissiere	Tongkt
310	7	6,300	Lieut. de Reinach-Werth	Saigon
311	8	6,071	Lieut. Glorieux	Saigon
312	8	6,071	Commodore C. P. M. Poidieu	Saigon

armoured gunboat	1,796	10	1,700	Capt. Dupleix	Salon
armoured cruiser	10,014	38	35,000	Capt. Gubertaux	Bale d'Along
gunboat	689	2	900	Lieut. Roque	Bale d'Along
river gunboat					Upper Yangtze
destroyer	350	6		Capt. Terquem	Salon
battleship, reserve	6,150	23	4,560		Salon

[illegible]

# LOST MANHOOD

**V**ARICOCELE, Impotency and Waste of Manly Power are Quickly and forever Cured by the Grand Product of Nature, Dr. McLaughlin's Electro Vigour. Send for the Free Book.



\_\_\_\_\_



**Free Electric Suspensory for Weak Men.**  
This Electric Suspensory carries the current direct to the weak parts and cures all weaknesses of men, varicocels, etc. It

develops and expands all weak organs and checks unnatural drains. No case of Falling Vigour, Varicocele or Debility can resist the powerful Electric Spermatory. It never fails to cure. It is free with Electro Vigour for Men.

No man should be weak; no man should suffer the loss of, An old man of 70 says he feels as strong and young as he did that first element which renders life worth living. No man should, at 35. That shows how it renews the vigour of youth. allow himself to be so weak that he cannot enjoy life.

What! Cures Rheumatism, Sciatic Pain, Lumbago, Kidney Trouble. It banishes pain in a night—never to return.

My Electric Vigour, with Special Electric Suspensory (free), will restore your power. It will check all unnatural drains and give back the old vigour of youth.

Try my Electro-Vibrator. Write me to-day for my beautifully illustrated book with cuts showing how my Electro-Vibrator is applied, and lots of good reading for men who want to be 'The Noblest Work of God'—A MAN. Never sold by Agents or Drug Stores.

Dr. M. A. McLAUGHLIN, 70, Queen's Road Central, Hongkong.  
BRANCH, CORNER OF HANKING AND KUANGSI ROADS, SHANGHAI.

OFFICE HOURS: 9 A.M. TO 5 P.M. | SUNDAYS, 10 TO 11 A.M.

## 7

- \* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
- \* Flag of Rear-Admiral the Hon. A. G. Coisson, R.N., C.M.G.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
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\* Flagship of Vice-Admiral Bayle, Commander-in-Chief.  
† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

## LOST MANHOOD

100



This Electric Suspensory carries the current direct to the weak parts and cures all weaknesses of men, varicocels, etc. It

No man should be weak; no man should suffer the loss of that vital element which renders life worth living. No man should, at 35, be as old as an old man of 70. An old man of 70 says he feels as strong and young as he did that shows how it renews the vigour of youth.

Most of the pain, most of the weakness of stomach, heart, brain and nerves, from which men suffer, are due to an early loss of vitality.

What ails you? Write and tell me. I've cured thousands, and every man of them is a walking advertisement for my Electro-Bio-Energy.

My Electro Vigour, with Special Electric-Suspensory (free), will restore your power. It will check all unnatural drains and

try my Electro Vigour, write me to-day for my beautifully illustrated book with cuts showing how my Electro Vigour is applied; and lots of good reading for men who want to be 'The

Dr. M. A. McLAUGHLIN, 70, Queen's Road Central, Hongkong.

OFFICE HOURS: 9 AM TO 5 PM, SUNDAYS, 10 TO 11 AM

100



## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "ARMAND BEHO."

Captain E. Guionnet, will be despatched for  
MARSEILLES on TUESDAY, the 2nd  
May, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

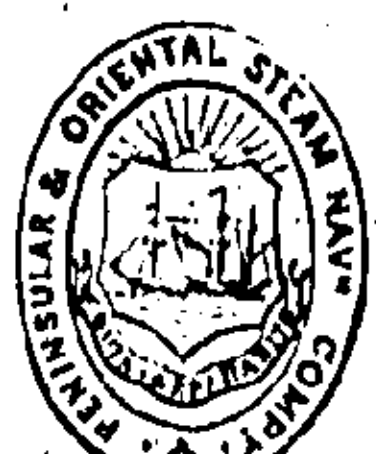
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. DUMBEA.....16th May.  
S.S. ERNEST SIMONS.....30th May.  
S.S. POLYNESIAN.....13th June.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 18th April, 1905.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His  
Majesty's Mails, will be despatched from  
the 6th May, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. Victoria, 6,522 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Arabia,  
due in London on the 18th June.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 22nd April, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,

VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	At May 2
Hydra	3,753	Geo. Wright	May 23

1 Cargo only.

Steamer marked (\*) have no second-class  
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shangmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 25th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 30, Pottinger Street.

HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclostyle  
and Eklans Duplicator.

Hongkong, 23rd February, 1904.

## For Sale.

## FOR SALE.

LATEST Pattern, Large Grand VICTOR  
GRAMAPHONE, together with One  
Hundred Records of all the up-to-date pieces.  
Price ..... \$350

or offer.

Apply—

"GRAMAPHONE,"  
C/o Hongkong Telegraph.  
Hongkong, 22nd April, 1905. [499]

## FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR  
BOAT, handsomely finished, fitted with  
Cushions, Awning, &c. A brand new 31 Horse  
Power Motor never been used for more than  
test trials, everything in excellent condition,  
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,  
Alexandra Buildings.  
Hongkong, 13th April, 1905. [469]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905. [50]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts).  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.  
Hongkong, 10th January, 1905. [57]

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT

MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for

GASOLINE AND GAS  
LAMPS  
at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

## To Let.

## TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLACK PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

## TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

## TO LET.

A LARGE AND COMMODIOUS HOUSE

TO LET IN MACAO.

NO. 93, Street "CONSELHEIRO FERREIRA  
D'ALMEIDA."

Apply to—

SANTA CASA OFFICE,  
MACAO.

Macao, 20th April, 1905. [498]

## Dentistry.

## THE AMERICAN SYSTEM

## OF

## DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VOUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904. [67]

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 2nd July, 1904. [66]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$35.46 for second half-year 1904	\$285 buyers (London £80)
National Bank of China, Limited	99,975	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$37
MARINE INSURANCES.							
London Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,719	\$150,494	\$17 for 1903	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$1,190,000 \$362,366 \$371,445	Nil.	\$44 for year ended 30.1.1904	\$57
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$177,749 \$893,110 \$86,773 \$37,794	\$2,078,997	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$20,000 \$37,794	\$486,284	\$12 and \$3 special dividend for 1903	\$160 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,250,000 \$125,000 \$1,375,000	\$320,047	\$6 dividend & \$1 bonus for 1903	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$120,000 \$1,320,000	\$360,372	\$34 for 1903	\$307
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,812	\$1 for 1904	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,500,000 \$150,000 \$1,650,000	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$120,000 \$1,320,000	\$24,160	\$1 for second half-year 1904	\$264 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£200,000 £20,000 £220,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	\$ 23
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 21 1/2 making Tls. 44 for 1904	Tls. 54 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 12,500	Tls. 21,881	Interim of 1/- (Coupon No. 5) for 1904	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116	£8,852	\$1.80 & b. 40 cts for year ending 30.4.04	\$37
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$10,000 \$110,000	\$1,287	\$2.00 & b. 20 cts.	\$125 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000 \$50,000 \$550,000	\$21,231	\$10 for 1904	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 12,500 Tls. 12,500	Tls. 6,190	Final of Tls. 12 making Tls. 34 for 1904	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$45,000 \$495,000	\$2,812	Final of \$15 making \$20 for 1904	\$223
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$70,000 \$770,000	\$85,987	\$3 for 1897	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 21 for year ending 30.9.04	Tls. 55 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000 £4,000 £44,000	£7,820	No. 3 of 1/6	Tls. 74 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$67,093	50 cents making G. \$1 for 1904	G \$177 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£4,029	No. 12 of 1/-=48 cents	\$4 sellers
DOCKS, WHARVES & GODOWNS.							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$7,000 \$77,000	\$8,577	\$3.75 for 1904	\$35 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$300,000 \$30,000 \$330,000	\$29,422	Final of \$21 making \$5 for 1904	\$107
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	\$204
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	.....	\$10 div. & \$5 bonus for year end 30/6/04	\$275 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$12 for 1903	\$21 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$1 bonus for 1903	\$50 buyers
Do. (Preference)	2,750	\$100	\$100	.....	.....	\$7 dividend	\$111
S. C. Farman, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 5,000,000 Tls. 487,710	Tls. 48,153	Tls. 5 interim for 1904/5	Tls. 157 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 183 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 Tls. 17,500	\$206,615	\$10 for 2nd half year making \$26 for 1904	\$400 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,765	Tls. 18 for 1904	Tls. 187 sales
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	\$20 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 805	Final of Tls. 5 making Tls. 9	Tls. 145
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000 \$110,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$350,000 Tls. 13,086	\$37,875	Final of \$6 making \$12 for 1904	\$109
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	Tls. 221 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$500,000 \$50,000 \$550,000	\$11,958	90 cents for 1904	\$12.60 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	\$34 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 4 for 1904	Tls. 47
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 38 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	\$161
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 40
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 421 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 8,115	Tls. 22,050	4 % for 1897	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	.....	\$779	\$225 for year ending 30.6.1900	\$100
Philippine Company, Limited	67,500	\$10	\$10	.....	.....	First year	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 550,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 sales
MISCELLANEOUS.							
A. S. Watson & Co., Limited	50,000	\$10	\$10	Tls. 550,000 \$55,000 \$605,000	\$2,883	Interim of 50 cents for 1904	\$13 buyers
Anglo-German-Brewing Company, Limited	4,000	\$100	\$100	none	.....	First year	\$115 sales
Beit's Asbestos Eastern Agency, Limited	8,604	£16	£16	none	£161	6d. per share for 1903	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,182	\$3 for 1904	\$30
Central Stores, Limited	6,000	\$15	\$15	\$8,000	.....	Final of 60 cents making \$1.80 for 1904	\$22 sellers
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,502	None	\$100
Do. (New Issue)	24,000	\$15	\$15	.....	.....	Preferential of 7 per cent for 1904	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	\$13
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	Tls. 65 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,181	80 cents for 1904	\$12 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 152,318	\$12 for year ending 31.7.1903	Tls. 25 sales
E. L. Mondon, Limited	7,100	Tls. 50	Tls. 50	none	.....	Tls. 5 for 1902	\$13 buyers
Fraser and Neave, Limited	4,500	\$60	\$50	\$112,500	12,706	\$3 div. and \$21 bonus for 1903	\$27 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$2 for 1904	\$17 sales
Do. (New Issue)	50,000	\$10	\$5	\$25,000	.....	First Year	\$25 sales
Hall & Holts, Limited	21,000	\$30	\$20	\$180,000	\$7,511	Final of \$14 making \$24	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000 £26,109	£7,625	£4 div. and 2/- bonus for 1903	\$ 6
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$10.00 for year ending 30.4.1904	\$171 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904	\$200 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,336	Final of \$13 making \$17 for 1904	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	\$150 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	\$124 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$8 for 1904	\$135 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,181	Interim of \$5	\$135 buyers
Maatschappij tot Mijn. Bosch en Landbouwerij plaatje in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 74. paid 15.3.05	Tls. 240 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	.....	\$2 for year ended 31.10.1904	\$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$80,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903	Tls. 75 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	Tls. 140,000	Tls. 7,169	Final of 37 1/2 making \$26 for 1904	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$30,000	\$1,769	\$64 for year ended 31.7.1904	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,030	None	\$23 sales
Steam Laundry Company, Limited	3,000	\$5	\$5	none	\$3,444	60 cents for year ended 31.5.04	\$7 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$50,000	\$700	First year	\$44 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$50,000 \$50,000	\$4,813	\$10 for second half year 1904 \$1 div. and 35 cents bonus for half year ended 30.9.1904	\$150 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	Tls. 100 sales
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1904	Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,500	\$10	\$4	\$20,000	\$480	100 cents for year ending 31.5.1904	\$94 buyers
Do. (Founders)	100	\$10	\$10	.....	.....	\$94.70	\$104 buyers
William Powell, Limited	12,000	\$10	\$10	\$1,000	\$388	Interim of 50 cents for year 1901/1902	\$174 buyers